W9132T-04-C-0017

ReliOn, Inc.

Backup Power for Mission Critical Loads

Proton Exchange Membrane (PEM) Fuel Cell Demonstration
of Domestically Produced PEM Fuel Cells in Military Facilities

US Army Corps of Engineers
Engineer Research and Development Center
Construction Engineering Research Laboratory
Broad Agency Announcement CERL-BAA-FY03

Gray Army Airfield, Ft. Lewis, Washington

March 26, 2004

Executive Summary

PEM fuel cells are an ideal source of backup power to critical bads requiring extended periods of run time. Numerous military applications must remain ready and functional, even in the event of a primary power outage. To further research these requirements, this application will test the reliability of the ReliOn fuel cell systems as sources of backup power for U.S. Military Communications and Air Traffic Control and Landing Systems (ATCALS). The fuel cells will be housed in a separate outdoor enclosure. This enclosure will be entirely self-contained, providing hydrogen storage, hydrogen distribution, and a controlled environment for the fuel cell systems. The fuel cells are connected directly to the equipment's 24 or 48 Volt DC bus at each site. Once a day, AC power to the ATCALS and/or communications equipment will be disconnected, the fuel cell will start up and provide power to the load for 1 hour. After 1 hour, AC power will be restored and the fuel cells will shut down. Success will be measured by a system self-start in response to the outage and its ability to maintain a float voltage on the DC bus.

Table of Contents

Update Table of Contents

When the Initial Project Description Report is completed the page numbers in this index must be updated. To perform this task, click the button above. This will update the table of contents and the document can be saved.

Proposal – Proton Exchange Membrane (PEM) Fuel Cell Demonstration of Domestically Produced Residential PEM Fuel Cells in Military Facilities

1.0 Descriptive Title

A demonstration of modular proton exchange membrane (PEM) fuel cells to serve as back up power for mission critical loads – ILS and other communication systems.

2.0 Name, Address and Related Company Information

Name: ReliOn, Inc.
Address: 15913 E. Euclid Ave., Spokane, Washington 99216
Phone: 509-228-6500
DUNS: 137264193
CAGE: 3K7Y7
Federal ID: 91-2191190

ReliOn is a leader in the development and marketing of modular Proton Exchange Membrane (PEM) fuel cells. The company markets a variety of commercially available fuel cells using its patented modular cartridge technology™.

3.0 Production Capability of the Manufacturer

ReliOn is located in Spokane, Washington and is a provider of commercially available PEM fuel cell systems. One thousand watt models and outdoor enclosures are available today.

All Fuel Cell systems are assembled at the Spokane, Washington facility. The current facility has the capability to produce 10 fuel cell systems per week, running one shift and without contract labor. This capacity can easily be expanded with the addition of contract labor and back shifts. If demand exceeds this capacity, the production lines could be duplicated at contract manufacturers. Three contract manufacturers could be employed in Spokane which could quadruple the capacity. Large regional contract manufacturers could also be employed if the demand existed.

Avista Labs fuel cells are made from common materials using mature manufacturing processes in injection-molded plastic, sheet metal fabrication and printed circuit board assembly. The PEM's are purchased through a supply agreement with 3M. Minor capital expenditures are required to expand production.

4.0 Principal Investigator(s)

Name	Larry Hager
Title	Sr. Applications Engineer
Company	ReliOn, Inc.
Phone	509.288.6612
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Email	lhager@relion-inc.com

Name	Ken Hydzik, PE
Title	Strategic Account Manager
Company	ReliOn, Inc.
Phone	509.288.6601
Fax	509.288.6510
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5.0 Authorized Negotiator(s)

Name	Frank Ignazzitto
Title	Vice President, Sales- Government & West
Company	ReliOn, Inc.
Phone	509.288.6602
Fax	509.288.6510
Email	fignazzitto@relion-inc.com

6.0 Past Relevant Performance Information

- 242nd Combat Communications Squadron; Geiger Field, WA, Building 401

On March 29, 2002, ReliOn, then named Avista Labs, commissioned a 3kW, SR-72 fuel cell system with funding from the Construction Engineering Research Lab, a division of the U.S. Army Research and Development Engineering Center. The purpose of the installation was to demonstrate the viability of PEM fuel cell systems as a reliable source of power to various Department of Defense installations. Additionally, this installation would provide long-term test data of Avista Labs' unique, modular PEM fuel cell system. A major project deliverable dictated the fuel cell provide over 90% availability to its specific customer loads. Specific loads powered included building lighting, building bay doors, and the building Local Area Network (LAN) switch. The system was operational for one year commencing on March 29, 2002 and maintained an uptime of 92.87%.

Company: U.S. Army Corp of Engineers, Construction Engineering Research Laboratory
Contract Number: DACA42-02-C-0002
Dollar Value: $184,300
Contact: Dr. Mike Binder
Title: Program Manager
Phone: (217) 373-7214
E-mail: m-binder@cecer.army.mil
Project Capacity: 3 kW
Date Installed: 29 March 2002

- SGS Future Installation; Cavalese, Italy

In November 2002, ReliOn, then named Avista Labs, completed the commercial sale of 13 Independence 1000 fuel cell systems to SGS Future, one of our distribution partners. Ten of these systems were installed in a parallel configuration providing 10kW of power for an installation near Cavalese, Italy. The fuel cells provide power to a mountaintop alpine lodge. Backpackers utilize the lodge, and it was desirable to employ an environmentally clean, quiet, reliable power source. The system has been installed and was operating at the end of 2002. The system was restarted in the spring of 2003. The dollar value below reflects only the cost of the fuel cells. Installation and enclosure costs were paid to a third party contractor by the customer, and not disclosed to Avista Labs.

Company: SGS Future
Contract Number: N/A
Dollar Value $101,226
Contact: Dr. Andrea Tomasi
Title: Project Manager
Phone: +39 (046) 131-4489
E-mail: tomasi@itc.it
Project Capacity: 10 kW
Date Installed: 15 November 2002

- Federal Aviation Administration (FAA); McChord AFB, WA, Radio Transmit Receive (RTR) Site

On January 14, 2003, ReliOn, then named Avista Labs, installed a 3 kW fuel cell system consisting of six, Independence 500 fuel cells at McChord Air Force Base in Tacoma, WA. The formal commissioning ceremony occurred April 17th, 2003. Funding for this project was obtained from the Construction Engineering Research Lab, a division of the U.S. Army Research and Development Engineering Center. The six Independence 500's are connected in parallel to the FAA's RTR battery system. These batteries serve as a means of backup power in the event of a loss of AC power. Additionally, the fuel cells are connected to a load bank independent of the FAA's system. Six days a week, three times a day, the installation will simulate a loss of AC power and the fuel cell system will start up and provide power to the load bank for twenty minutes. Every Sunday, the installation will simulate a loss of AC power and the fuel cell system will provide power to the FAA battery bank for one hour. This installation makes clear the technical viability and cost savings of utilizing Avista Labs' hydrogen-fueled PEM fuel cell systems in lieu of large lead acid battery systems. The purpose of the demonstration is to provide reliability data to both the FAA and the DoD to initiate commercial purchases of the ReliOn Independence fuel cell systems.

Company: U.S. Army Corp of Engineers, Construction Engineering Research Laboratory
Contract Number: DACA42-03-C-0001
Dollar Value: $136,342
Contact: Frank Holcomb
Title: Electrical Engineer
Phone Number: (217) 352-6511, 7412

E-mail: Franklin.H.Holcomb@erdc.usace.army.mil
Project Capacity: 3 kW
Date Commissioned: 17 April 2003

7.0 Host Facility Information

Ft. Lewis

Contact:	Mr. William Perez, ATC Maintenance Supervisor Gray Army Airfield
Telephone:	253-967-2980
Fax:	253-967-3237
Email:	perezb@lewis.army.mil

8.0 Fuel Cell Site Information

The project at Gray Army Airfield (Ft. Lewis) consists of four individual installation sites – localizer, glide slope, middle marker beacon and outer marker beacon (below).

Localizer

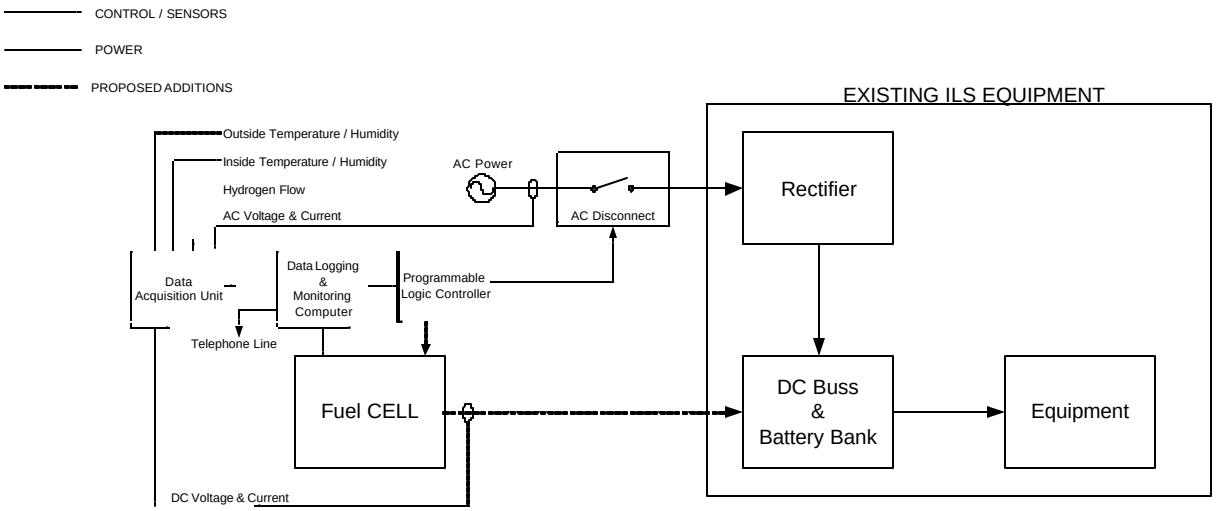
Glide Slope

Middle Marker Beacon

Outer Marker Beacon

The localizer and glide slope are located on Gray Army Airfield, within the property of Ft. Lewis. The middle marker is located outside of Gray Army Airfield but still within Ft. Lewis and the outer marker is gated in an area located approximately 1 mile north of Ft. Lewis on a property known as Goddard Woods. Each site will utilize one ReliOn Independence 1000 (1kW) fuel cell system as a source of backup power.

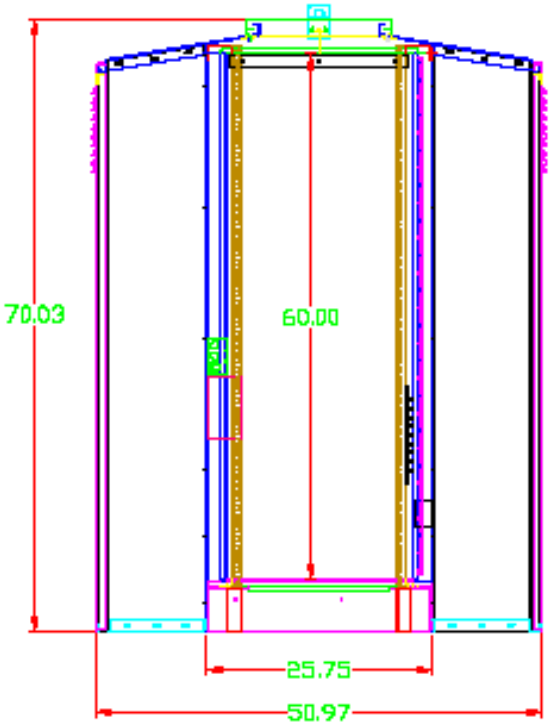
This project will test the reliability of the ReliOn backup power solution for U.S. Military Air Traffic Control and Landing Systems (ATCALS). The fuel cell systems will be connected to the DC bus at each site. The systems will be in an off, but ready state the majority of the time. The system will be designed to start up and run for one hour a day, to test the availability of the fuel cell system. Data will be collected concerning start-up times, power availability, shutdown capability, system efficiencies, load following, and the effects of varying environmental conditions. If the system fails to start up properly or provide required power to the load this will be noted in the logs as a failure and count against the 90% availability of the system.

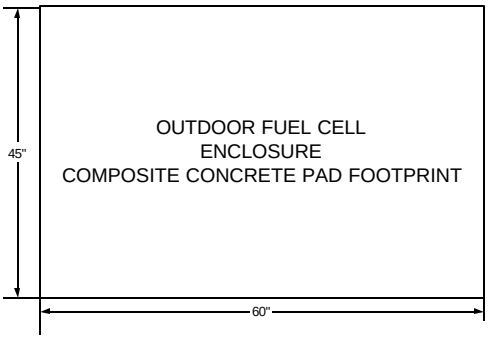


Functional Block Diagram

Because ReliOn's PEM fuel cells operate at low temperatures, the system is not a cogeneration system. The system will be installed in an outdoor enclosure designed to maintain the internal temperature within the operating range of the Independence 1000.

The systems will be fueled from industrial grade hydrogen gas. Compressed gas is the easiest and most commercially available source of industrial grade hydrogen. Each system will be sited outdoors in an environmentally controlled enclosure placed on a composite concrete pad. The outdoor enclosure provided by ReliOn will include a locked hydrogen storage and delivery system which ensures that the compressed hydrogen bottles are protected and accessible only to authorized personnel.





OUTDOOR FUEL CELL
ENCLOSURE
COMPOSITE CONCRETE PAD FOOTPRINT

Integrated Fuel Cell and Hydrogen Storage/Delivery System:

- 2 Hydrogen Banks
- 6 cylinders total
- Each cylinder contains 197 cu-ft of hydrogen
- Total amount of hydrogen: 1182 cu-ft
- 40kW-hours of runtime capacity
- Composite Concrete Pad

On-Site maintenance will consist of routine visual inspections and occasional equipment adjustments. The ReliOn Independence series is a system based on removable cartridges that house the PEM membranes. If a membrane fails, the system continues to operate and there is a visual indication, as well as remote indication capability with the communications system. When it is convenient, the failed cartridge can be replaced. This task can be accomplished in less than one minute without the use of tools.

9.0 Electrical System

At each of the four sites, the fuel cell systems will run in a grid-independent mode with no interconnection requirements. All systems will be in a standby/ready mode to provide backup power for critical DC equipment when there is a loss of primary AC power. The following connections will be established at each site:

- Electrical Requirements:
  - One 15 – 20 Amp circuit required at each site for AC sense, powering the data monitoring computer, and the enclosure heater. The heater is designed to keep the environment around the fuel cell above freezing to facilitate startup. Once the fuel is running, it utilizes its own heat for operation.
  - AC disconnect relay between AC power and rectifier
  - DC connection between fuel cell system and DC bus in customer's equipment cabinet
  - All electrical work to be completed by Contract Licensed Electrician
- Telephone Lines
  - One phone line required per site for data monitoring
  - One computer with dial-up capability at each site
- See Appendix 1 for site specific connections

10.0 Thermal Recovery System

Not applicable.

11.0 Data Acquisition System

The load at each ILS shelter is between 50 watts and 200 watts. A Programmable Logic Controller (PLC) will be used to start the fuel cell once a day for a test period of one hour. The PLC will also energize a relay at the same time to disconnect AC power from the shelter rectifier.

A data acquisition system is also included in each enclosure to monitor and record the flowing:

- Inside temperature
- Inside Humidity
- Outside Temperature
- Outside Humidity
- AC Voltage at the site
- AC current at the shelter rectifier
- DC Voltage at the shelter DC bus
- DC current from the fuel cell

All vital information from the Independence 1000 will also be monitored and recorded. The data-logging computer will be connected to the data acquisition module and fuel cell via Ethernet. The data-logging computer will be configured to dial out an alarm during any of the following conditions:

- Loss of AC Voltage
- Low DC Voltage (Less than 23 VDC)
- Hydrogen Sensor Alarm
- Fuel Cell Major Alarm
- Hydrogen Bank Empty
- Enclosure Fan Alarm

The system will also be configured to start automatically during a loss of AC power and low voltage startup. The low voltage startup can be configured for 23, 24 and 25 VDC startup thresholds.

12.0 Economic Analysis

See Appendix II.

13.0 Kickoff Meeting Information

To be scheduled.

14.0 Status/Timeline

On or before:

April 15: Finalize site layout
Selection of contractors
Kickoff Meeting

April 30: Site preparation
System installation & testing

May 7: Commissioning Ceremony
Start of evaluation

May 6, 2005: Site restoration begins

Appendix

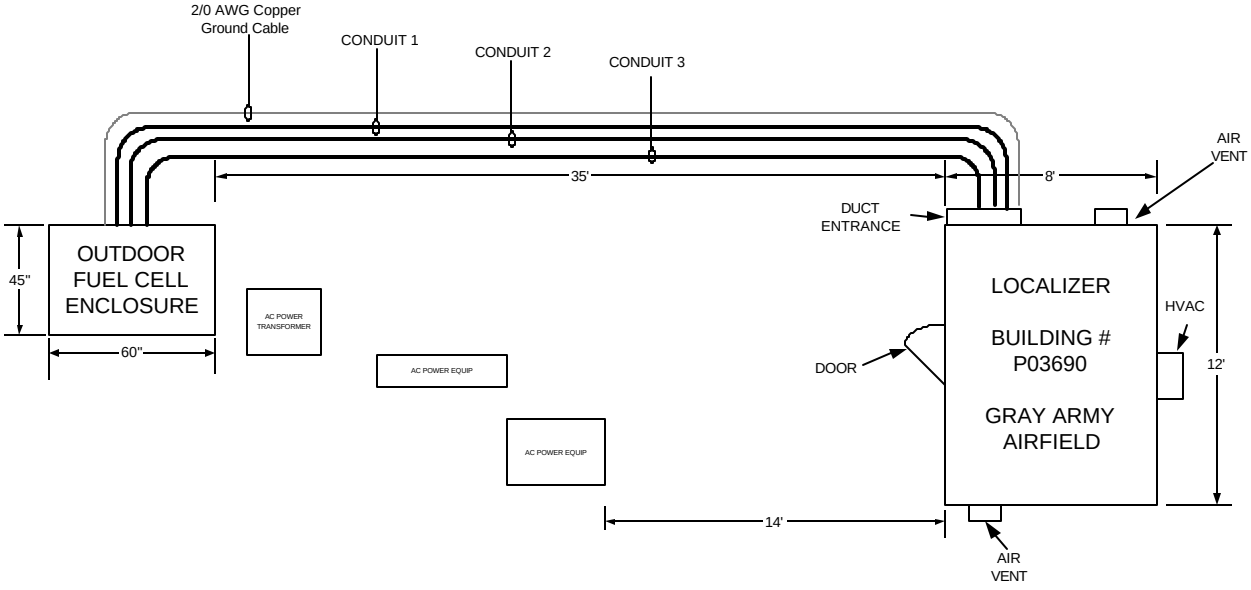
Appendix I: Electrical connections for each of four sites
Appendix II: Economic comparison versus extended battery bridge

APPENDIX I

Localizer:

Load size: 50W – 200W

NOT TO SCALE

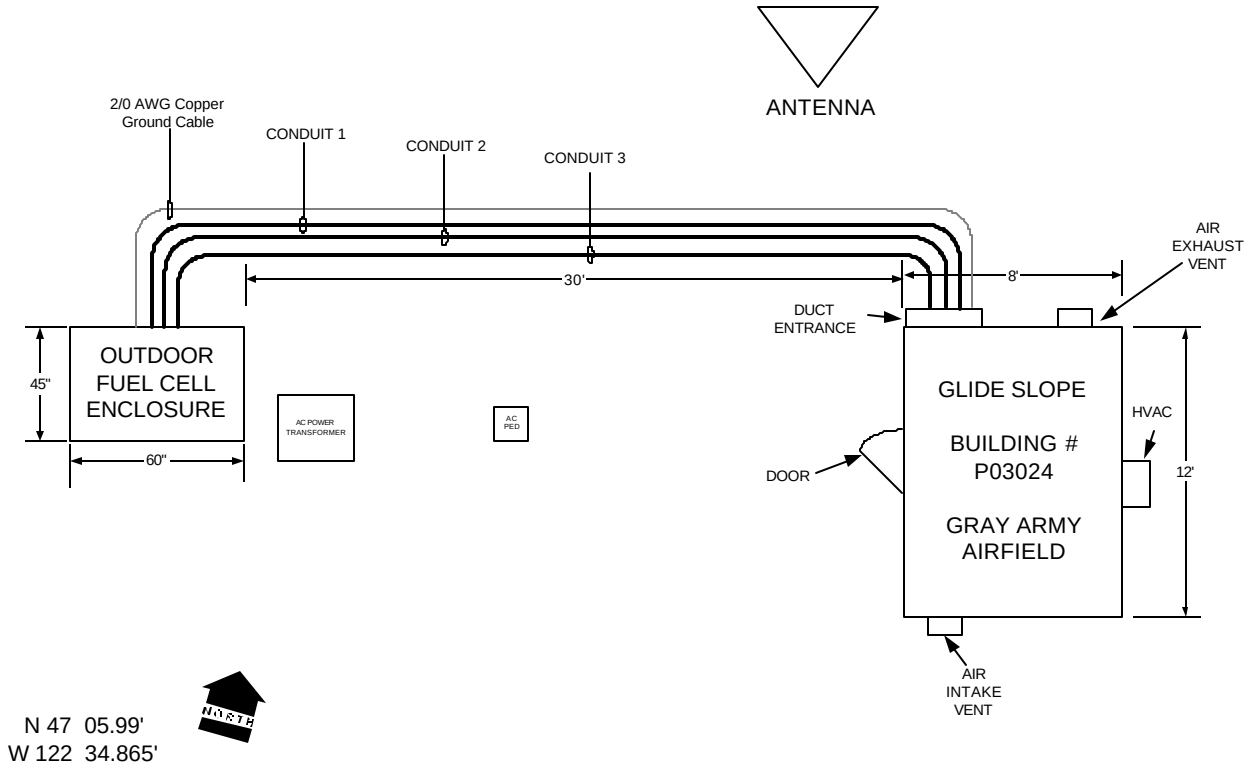


N 47 04.113'
W 122 34.696'

Glide Slope:

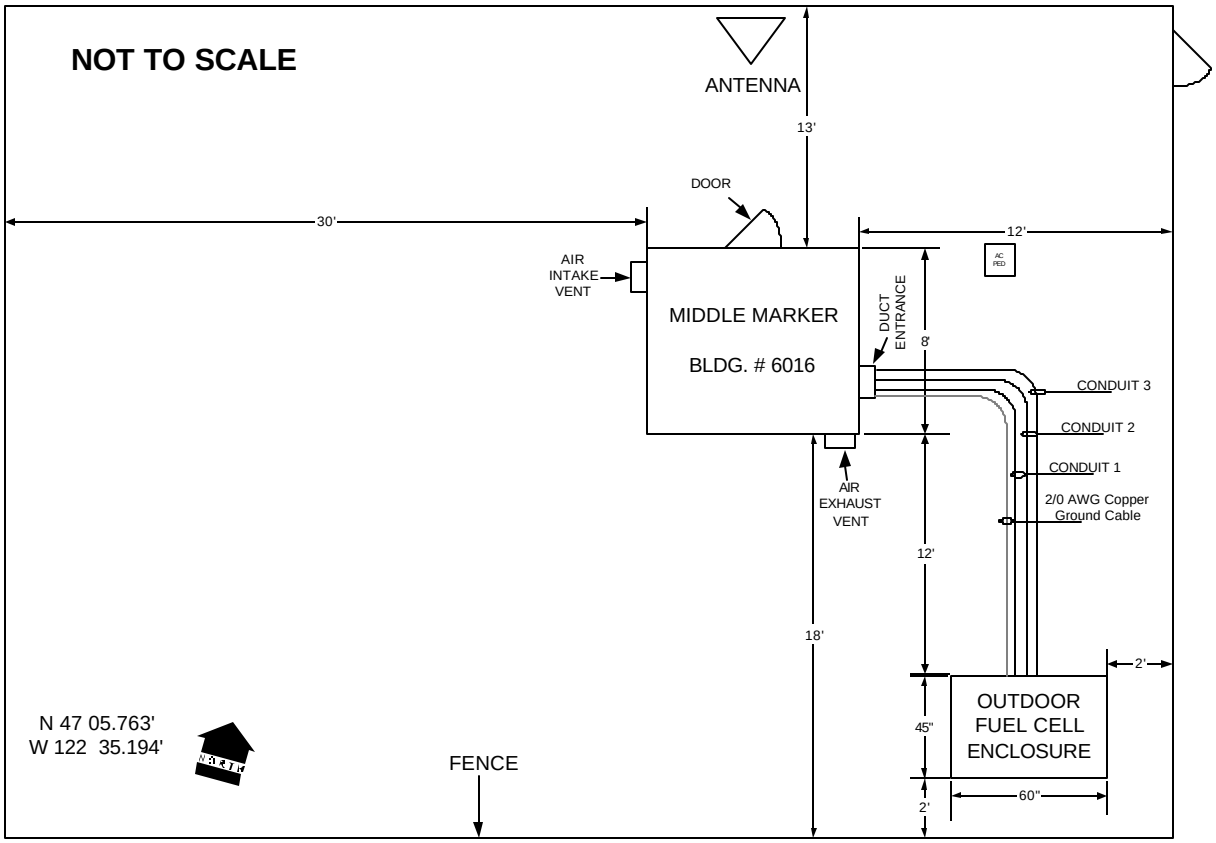
Load size: 50W – 200W

NOT TO SCALE



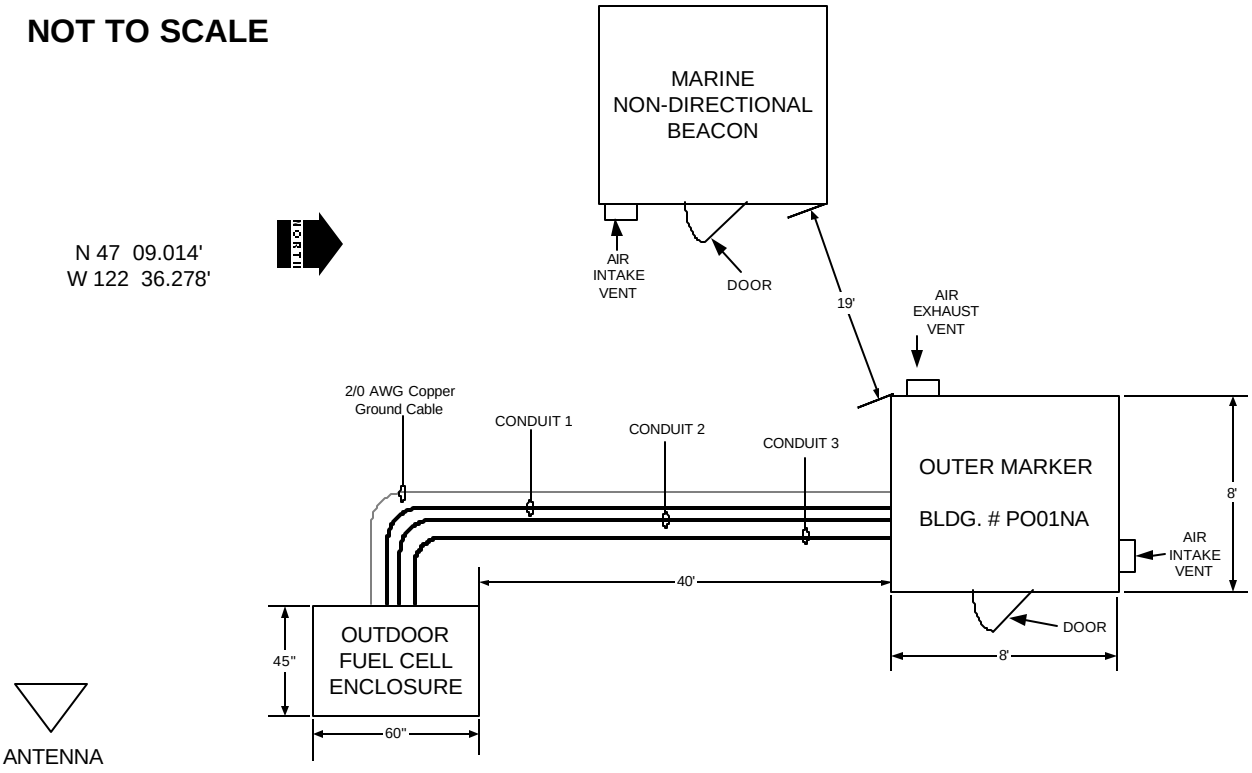
Middle Marker Beacon:

Load size: 50W – 200W



Outer Marker Beacon:

Load size: 50W – 200W



APPENDIX II